Translation of new German Pages 13 and 14

ins a1 ~~What is claimed is~~

add a2 1. A method for controlling an internal combustion engine having an exhaust treatment system that includes a particle filter, a quantity (B) characterizing the state of congestion of the particle filter being simulated on the basis of at least one operating parameter of the internal combustion engine, wherein a quantity characterizing the oxygen concentration in the exhaust gas and/or the temperature (T) in the exhaust treatment system is used to simulate the quantity (B) characterizing the state of congestion of the particle filter.

2. The method according to Claim 1, wherein the quantity (B) characterizing the state of congestion of the particle filter is simulated on the basis of at least the rotational speed (N) and/or a signal (ME) characterizing the injected fuel volume.

3. The method according to Claim 1, wherein the quantity characterizing the oxygen concentration in the exhaust gas is determined on the basis of operating parameters.

4. The method according to one of the preceding claims, wherein the quantity (B) characterizing the state of congestion of the particle filter is used to control the exhaust treatment system during normal operation.

5. The method according to one of the preceding claims, wherein the quantity (B) characterizing the state of congestion of the particle filter is used to detect an error.

6. The method according to one of the preceding claims,

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wherein the quantity (B) characterizing the state of congestion of the particle filter is used to control the exhaust treatment system during emergency operation.

7. A device for controlling an internal combustion engine having an exhaust treatment system that includes a particle filter, having means that simulate a quantity (B) characterizing the state of congestion of the particle filter on the basis of at least one operating parameter of the internal combustion engine, wherein the means use a quantity characterizing the oxygen concentration in the exhaust gas and/or the temperature (T) in the exhaust treatment system to simulate the quantity (B) characterizing the state of congestion of the particle filter.

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